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HONGKONG, THURSDAY, JULY 12, 1888.

日四初月六年子戊

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Old Bailey.
Lane, Lombard Street, E. O. GORDON
STREET & CO., 30, Cornhill.
GUTHRIE & CO., 37, Wallbrook, E.O.
SANDERSON & CO., 150 & 154,
Leadenhall Street, W. M. WILLS, 151,
Cannon Street, E.C.
PARIS AND EUROPE.—ANDREI PRINCE
& CO., 36, Rue Lafayette, Paris.
NEW YORK.—ANDREW WIND, 31, Park
Row.
SAN FRANCISCO AND AMERICAN PORTS
generally.—BRAN & BLACK, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTH, Mel-
bourne and Sydney.
CEYLON.—W. M. SMITH & CO., THE
APOTHECARIES CO., Colombo.
SINGAPORE, STRAITS, &c.—SAYLE &
CO., Square, Singapore. C. HEINZKE
& CO., Manila.
CHINA.—MACAO, F. A. DE CRUZ, Suc-
cessor, Quai de Amoy, N. MOULLE,
Rue de la Paix, Paris. SHANGHAI,
LANE, CRAWFORD & CO., and KELLY
& WALSH, Yokohama, LANE, CRAW-
FORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000
RESERVE FUND, \$3,900,000
RESERVE LIABILITY OF PROP., \$7,500,000

COURT OF DIRECTORS.
Chairman.—Hon. JOHN BELL IRVING.
Deputy Chairman.—W. H. FIDDES, Esq.
C. D. BROTHERMAN, Esq.
W. C. BODDIE, Esq.
H. L. DALSTROM, Esq.
B. LAYTON, Esq.
Hon. A. P. McEwen.

CHIEF MANAGERS.
Hongkong.—THOMAS JACKSON, Esq.
Shanghai.—EDWIN JACKSON, Esq.
LONDON MANAGERS.—LONDON AND COUNTY BANK.

HONGKONG.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong, Business hours on week-days, 10 to 5; Saturdays, 10 to 1.
- 2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$250 in any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked On Hongkong Savings Bank Business is forwarded free by the various British Post Offices in Hongkong and may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.
- 7.—For the Hongkong and Shanghai Banking Corporation, T. JACKSON, Chief Manager, Hongkong, September 1, 1887. 754

Intimations.

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

AN Emergency Meeting of the above LODGE will be held in the FREE-MASONS' HALL, Zealand Street, on SATURDAY NEXT, the 14th Instant, at 8.30 for 9 p.m. precisely. Visiting BRETHREN are cordially invited.
Hongkong, July 9, 1888. 1140

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A Regular Meeting of the above LODGE will be held in the FREE-MASONS' HALL, Zealand Street, on MONDAY NEXT, the 16th Instant, at 8.30 for 9 p.m. precisely. Visiting BRETHREN are cordially invited.
Hongkong, July 8, 1888. 1141

Intimations.

LETTERS PATENT.

In the Matter of Ordinance No. 14 of 1862.
AND
In the Matter of the Petition of ALFRED DON, of No. 21, Cooper Street, Redfern, Sydney, in the Colony of New South Wales, for LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention "AN IMPROVED APPARATUS FOR THE PREVENTION AND CONSUMPTION OF SMOKE AND MORE COMPLETE COMBUSTION OF FUEL IN STEAM BOILERS AND OTHER FURNACES," for which His Majesty's Royal Letters Patent were granted on the 29th January, 1888, to the said ALFRED DON.

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required herein by Ordinance No. 14 of 1862, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said ALFRED DON by his duly-authorized Attorneys and Agents WILLIAM WOOTTON and VICTOR HOBART DEACON, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Invention.

ALFRED DON,
By his Attorneys,
WILLIAM WOOTTON and
VICTOR H. DEACON.
35, Queen's Road,
Hongkong, 6th July, 1888. 1143

LETTERS PATENT.

In the Matter of the Petition of EUGENE WORMS and JEAN BALE, both of 2, Rue de Valenciennes, Paris, in the Republic of France, Engineers, for LETTERS PATENT, for the exclusive use within the Colony of Hongkong, of an Invention for "IMPROVED PROCESS AND APPARATUS FOR TANNING, DYEING OR ELASTICITY," for which His Majesty's Royal Letters Patent were granted on the 5th day of July 1887, to the said EUGENE WORMS and JEAN BALE.

NOTICE IS HEREBY GIVEN that the Petition, Specification and Declaration required herein by Ordinance No. 14 of 1862, have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said EUGENE WORMS and JEAN BALE, by HENRY LARNED DENNIS, their Agent and Attorney, to apply at the sitting of the Executive Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above-named Invention.

EUGENE WORMS and JEAN BALE,
by
HENRY LARNED DENNIS,
their Agent and Attorney.
60, Queen's Road Central,
Hongkong, 6th July, 1888. 1152

Mr. H. F. Haylar,
ARCHITECT AND CIVIL
ENGINEER.
No. 9, QUEEN'S ROAD,
near Ice House Street.
Hongkong, July 2, 1888. 1093

Peninsular and Oriental Steam Navigation Company.

NEW AND ACCUMERATED DIRECT SERVICE
TO
LONDON VIA MARSEILLES
FROM
JAPAN AND CHINA.

ON the 19th May, at Noon, and PORT-
NIGHTLY thereafter, until further
Notice, the Company will maintain a
DIRECT SERVICE between HONG-
KONG and LONDON, VIA MAR-
SEILLES.

This improved service will abolish all
Transshipments, and it is intended that
it shall maintain a high reputation for quick
transit, careful delivery of cargo, and for
passenger accommodation and cuisine.
The attention of passengers is specially
called to the greatly improved Second-
saloon accommodation and attendance.
E. L. WOODIN,
Superintendent.
Hongkong, May 8, 1888. 754

MOORE'S GOGO SHAMPOO WASH.

THIS WASH HAS PROVEN ITSELF TO BE THE
BEST PREPARATION EVER
PRESENTED TO THE PUBLIC.

THE Basis of this compound is made of
Gogo Root. The natives of the Phi-
lippine Islands never use anything else for
washing their hair; you never see them bald,
and it is quite common to see the females
with hair from 6 to 8 feet long. By using
this SHAMPOO WASH as directed, you
will never be bald. The Proprietor offers
the Wash to the public, being entirely con-
fident that by its restorative properties it
will surely arrest decaying hair, completely
eradicate scurf, dandruff, and cure all dis-
eases of the scalp; it does not contain any
poisonous drugs, but, by its cooling prop-
erties allays the itching and fever of the scalp.
Mr. Moore has succeeded in being able
to put this Wash up in bottles without al-
lowing it to ferment, and he will guarantee
it to keep any length of time in any climate.
CAMPBELL, MOORE & CO., Ltd.,
Under Hongkong Hotel.
Hongkong, May 17, 1888. 810

Business Notices.



HAVE the pleasure to inform the Community of Hongkong and neighbouring Ports that they have made arrangements in Foochow for a SUPPLY of their MIX-
TURE OF THE CHOICEST NEW TEAS.

'THE CUMSHAW MIXTURE,'
which in the course of many years, has acquired a deservedly high reputation, as evi-
denced by the large demand for use here, the appreciation shown by friends at home to
whom it has been sent, and the numerous orders received for it from Old Hongkong
Residents in the Colonies and elsewhere.

Messrs. LANE, CRAWFORD & CO. undertake to deliver this acceptable
PRESENT TO FRIENDS in the United Kingdom, FREE OF ANY CHARGE on the home
side, at
Per 10-Catty Box \$12.00
Per 5-Catty Box \$7.50.

Orders are solicited for this Choice Tea, which will be forwarded by First Steamer,
on receipt of instructions.
Hongkong, June 25, 1888. 1039

J. MARINBURK, COLLEGE CHAMBERS.

BEGS to inform the Public that he has made GREAT
REDUCTIONS IN PRICES
OF FURNITURE AND UPHOLSTERING
IN LATEST DESIGNS.
All the Work is made under My Supervision and I use the best Coverings, Plushes
and Materials. Guarantee all the Work of best Workmanship.
Hongkong, May 22, 1888. 832

NEW GOODS.

TAIL SILK HATS.
BLACK, BROWN, DRAB AND
GREY HAT FELT HATS.
Tweed Hats and Caps in
new shapes.
SEWING MACHINES.
SILK UMBRELLAS, from \$5,
over 100 to choose from.
WALKING STICKS, a very
large assortment.
WATERPROOF COATS, LAC-
QUED and OILED CLOAKS.
TRAVELLING BAGS & SADDLES.
OVER COATINGS, light and
heavy.
OVER COATINGS, Ulster
Tweeds.

ROBT. LANG & Co.

Hongkong, February 21, 1888. 255

STAG HOTEL, QUEEN'S ROAD CENTRAL, HONGKONG.

J. COOK, Proprietor.
THE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM
THE PRINCIPAL LANDING PLACES.
GOOD ACCOMMODATION FOR VISITORS.
CHARGES MODERATE.
TIFFIN at 1 o'clock. DINNER at 7.30.

WELL VENTILATED BILLIARD ROOM.
TIFFIN 50 CENTS. DINNER 75 CENTS.
WINE, SPIRITS AND MALT LIQUORS OF THE VERY BEST QUALITY ONLY.
Hongkong, April 1, 1887. 607

Victoria Hotel, Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central
and airy positions in the Colony and commanding a splendid view of almost
the entire harbour and within five minutes' walk of the principal Government
Offices (including the Post Office), has recently been much en-
larged and improved and is now one of the principal Hotels in the place.
The ROOMS are spacious, well ventilated, and have just been refurnished in a most
comfortable and handsome manner, suited to the requirements of the Far East.
The Accommodation and Service of every kind will be found to be of the best description.
An ample and varied TABLE D'HOTE is always provided and served in the spacious,
large DINING HALL.
The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD
and SMOKING ROOMS.
The HOTEL is unsurpassed for comfort, convenience and quick service.
Continental languages are spoken.
Messrs. DORABJEE & HING KEE,
Proprietors.
Hongkong, September 16, 1885. 1612

W. POWELL & Co. GENTLEMEN'S OUTFITTING DEPARTMENT. JUST RECEIVED.

NEW BOOTS AND SHOES.
New Tennis Shoes.
Boating Shoes.
PATENT LEATHER AND DRESS SHOES.
Canvas and Rubber Shoes.
GOLFERS and LEGGINGS.
RAIN COATS and UMBRELLAS.
White & Colour POKET HANDKERCHIEFS.
SILK, COTTON and Lisle Thread SOCKS.
Gauze & Summer MESH Vests & PANTS.
Safari Summer Wool Vests & PANTS.
NATURAL SUEDE and DRIVERS.
DRESS and MILITARY SHIRTS.
CREPE FLANNEL SHIRTS.
Black and Colour Felt HATS.
New Shapes in COLLARS and TIES.
W. POWELL & Co.
VICTORIA EXCHANGE, July 10, 1888. 1144

HALL PROGRAMMES FOR SALE. IN NEW SHAPES AND PATTERNS. 'CHINA MAIL' OFFICE, 2, WYNDHAM STREET. January 20, 1888.

NOW READY.
THE COMMERCIAL LAW AFFECT-
ING CHINESE, with special refer-
ence to PARTNERSHIP REGISTRATION and
BANKRUPTCY LAWS IN HONGKONG.
Copies may be had at the China Mail
Office, and at Messrs. LANE, CRAWFORD &
Co., Price, 7s 6d.

Intimations.

A RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.
This Article, which has been reprinted
from the China Review, contains one of
the best Sketches of Formosa Life yet written.
A few roughly-executed Woodcuts are
included in the pamphlet.
May be had—Price, \$1—at Messrs. LANE,
CRAWFORD & Co.'s, and Messrs. KELLY &
WALSH, LIMITED, Hongkong; also, Mr. N.
MOULLE, Amoy.
Hongkong, March 3, 1888. 363

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers,
Jewellers, Gold & Silversmiths.
NAUTICAL, SCIENTIFIC AND
METEOROLOGICAL
INSTRUMENTS.

VOIGTLANDER'S CELEBRATED
BINOCULARS AND TELESCOPES.
REPTILES' LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS.
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
—AND—
DIAMOND JEWELLERY.
A Splendid Collection of the Latest LONDON
PATTERNS, at very moderate prices. 742

Notices to Consignees.

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
STEAMSHIP PRUSSEN,
FROM BREMEN AND PORTS
OF CALL.

THE above-named Steamer having ar-
rived, Consignees of Cargo are hereby
informed that their Goods, with the excep-
tion of Opium, Treasure and Valuables, are
being landed and stored at their risk into the
Godowns of the HONGKONG and KOW-
LOON WHARF and GODOWN COMPANY, LTD.,
Kowloon, whence delivery may be obtained.
ORIGINAL CARGO will be landed here in
Hongkong unless notice to the contrary be
given before Noon To-day, the 11th Inst.
No Claims will be admitted after the 17th July
will be subject to delivery on the 17th July.
All Goods have left the Godowns, and all Goods
remaining undelivered after the 17th July
will be subject to delivery on the 17th July.
All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on MONDAY, the 23rd
July, at 4 p.m.
All Claims must reach us before the 25th
July, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELOCHERS & Co.,
Agents.

UNION LINE.

NOTICE TO CONSIGNEES.
FROM ANTWERP, HAMBURG,
PENANG AND SINGAPORE.

THE Steamship Cambodia, Captain
WILCOCK, having arrived from the
above Ports, Consignees of Cargo are
hereby requested to send in their Bills
of Lading to the Undersigned for counter-
signature, and to take immediate delivery
of their Goods from alongside.
The Steamer is berthed at Kowloon,
and Cargo impeding her discharge will be
at once landed and stored at Consignees
risk and expense, and no Fire Insurance
will be effected.
Optional Cargo will be forwarded on to
SHANGHAI, unless notice to the contrary be
given before 2 p.m. To-day, the 9th Inst.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 16th Instant, or they will not be re-
cognised.
RUSSELL & Co.,
Agents.
Hongkong, July 9, 1888. 1142

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. Wingyang, having
arrived from the above Ports, Con-
signees of Cargo by her are hereby
informed that their Goods are being
landed at their risk into the Godowns of
the HONGKONG & KOWLOON WHARF &
GODOWN COMPANY, LTD., at West Point,
whence delivery may be obtained.
Cargo remaining undelivered after the
15th Instant will be subject to rent.
No Fire Insurance has been effected.
Consignees are also requested to present
all Claims for damages and/or shortages not
later than two weeks after arrival of the
Steamer, otherwise they will not be re-
cognised.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, July 9, 1888. 1133

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. CARMARTHENSIDE, FROM
HAMBURG, ANTWERP, LONDON,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the KOW-
LOON WHARF & GODOWN CO. at Kowloon,
whence and/or from the Wharves delivery
may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before 4 p.m.
To-day.
No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the 16th
Instant will be subject to rent.
All Claims against the Steamer must be
presented to the Undersigned on or before
the 15th Instant, or they will not be re-
cognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, July 10, 1888. 1149

Notice of Firm.

NOTICE.

I HAVE This Day ESTABLISHED MYSELF IN
this Colony as a CIVIL ENGINEER,
ARCHITECT AND SURVEYOR.
A. DENISON,
A.M. Inst., C.E.,
61, Queen's Road Central.
Hongkong, July 2, 1888. 1092

To Let.

TO BE LET.
FURNISHED OR UNFURNISHED.
A FOUR-ROOMED HOUSE,
OR
A SIX-ROOMED HOUSE,
in RICHMOND TERRACE.

Both HOUSES have convenient Out-
Offices and good Servants' Quarters.
The TERRACE has for some months past
been one of the healthiest places of resi-
dence in the Colony.
The Houses are comfortable and cool in
Summer.
Apply to
Mr. JOHN WILLMOTT,
Hongkong Dispensary.
Hongkong, July 2, 1888. 1094

TO LET.

(Immediate Possession.)
HOUSE No. 1 'BALL'S COURT,' Bonham
Road.
SHOPS and ROOMS in Nos. 6, 11,
12, 13, and 14 'BRACONSFIELD ARCADE,'
Queen's Road.
HOUSE No. 31 'WEST VILLA,' Poku-
lam Road.
Apply to
BELLIS & Co.
Hongkong, July 6, 1888. 1127

For Sale.

FOR SALE.
JULES MUMME & Co.'s
CHAMPAGNE.
Quarts, \$20 per Case of 1 doz.
Pints, \$21 " " " " "
DUBON FRÈRES & Co.'s
BORDEAUX CLARETS and
WHITE WINES.
Baxter's Celebrated 'Barley Bree'
WHISKY, \$72 per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1888. 1127

Shipping.

STEAMERS.
DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Co.'s Steamship
Robin,
Captain Lewis, will be
despatched for the above
Ports on FRIDAY, the 13th Instant, at
Noon.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, July 10, 1888. 1147

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
Orizaba,
Capt. HENDERSON, will be
despatched as above on
FRIDAY, the 13th July.
Passengers for Europe desiring to pro-
ceed OVERLAND, can on application to the
Undersigned, have their Tickets endorsed
for surrender at Algiers in exchange for
Coupon Tickets to MARSEILLES (by Trans-
atlantic Company's express boats), and
thence to PARIS or LONDON. Algeria is 23
hours steam from Marseilles, and thence to
London occupies about the same time.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 9, 1888. 1138

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.
(Taking Cargo & Passengers at through rates
for NINGPO, CHEFOO, NEW-
CHANG, TIENSIN, HANKOW and
Ports on the YANGTSE.)

The Co.'s Steamship
Diomed,
Captain BLOOM, will be
despatched as above on
FRIDAY, the 13th Instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 6, 1888. 1121

THE GIBB LINE OF STEAMERS.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN & QUEENS-
LAND PORTS, and taking through Cargo
for ADELAIDE, TASMANIA,
NEW ZEALAND, &c.)

The British Steamer
Alfred,
Captain ROY, will be
despatched as above on
SATURDAY, the 14th Instant, at 4 p.m.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, July 11, 1888. 1153

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s
Steamship
Kilda,
Capt. J. J. Spence, will leave for the above
places on MONDAY, 16th July, at Noon.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 10, 1888. 1148

Shipping.

STEAMERS.
INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Co.'s Steamship
Wingyang,
Capt. W. DE ST. CROIX,
will be despatched as
above on SATURDAY, the 14th Instant, at
3 p.m.

This Steamer has superior First-class
Accommodation, specially constructed to
meet the requirements of tropical climates.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, July 9, 1888. 1134

NOTICE.

STEAM TO YOKOHAMA, KOBE AND
NAGASAKI.
(Passing through the INLAND SEA.)

The Co.'s Steamship
General Werder,
Capt. W. von SCHUCK-
MANN, will leave for the
above Ports on or about the 14th July, a.c.
For further Particulars, apply to
MELOCHERS & Co.,
Agents.
Hongkong, July 6, 1888. 1124

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND
ADELAIDE.

(Calling at PORT DARWIN, and taking
through Cargo to QUEENSLAND
PORTS, NEW ZEALAND,
TASMANIA, &c.)
The Steamship
Guthrie,
Captain H. CHASE, will
be despatched for the
above Ports on MONDAY, the 16th Instant,
at 4 p.m.

For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, July 7, 1888. 1131

STEAM TO YOKOHAMA, VIA NAGA- SAKI AND KOBE.

(Passing through the INLAND SEA.)
The P. & O. S. N. Co.'s
Steamship
Malwa,
Capt. H. C. THOMSEN,
will leave for the above
places on TUESDAY, 17th July, at Day-
light.

P. & O. S. N. Co.'s Office,
Hongkong, July 5, 1888. 1116

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COM- PANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
Chingyoo,
Capt. R. H. MACHOOR,
Commander, will be de-
spatched as above on or about the 20th
Instant.

For Freight or Passage, apply to
ARNOLD, KARBURG & Co.,
Agents.
Hongkong, July 10, 1888. 1154

FOR SINGAPORE, HAYRE AND HAMBURG, VIA SUEZ CANAL.

(Taking Cargo at through rates to
ANTWERP, AMSTERDAM, ROTTER-
DAM, LONDON, LIVERPOOL
and BREMEN.)
The Steamship
Cassandra,
Captain H. C. THOMSEN,
will be despatched for the
above Ports on MONDAY, the 23rd July,
at 10 a.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, July 11, 1888. 1150

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
Momonothaire,
Commander, will be de-
spatched for the
above Port about the 24th Instant.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, July 10, 1888. 1151

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.
The Steamship
Merionethshire,
Dovling, Commander,
will be despatched for
the above Ports about the 30th Instant.

By last advice, the steamer *India* had arrived at Colombo with 20-18-ton guns for the battery at Trincomalee. When our gun comes!

A bad occurrence took place on board the British ship *Niebo*, on the 2nd of May last, while the vessel was in East 37.15 S. and Long 182.7 W., on her voyage from Cardiff to Singapore. At about half-past five on the evening of the 2nd of May John Muir, an able seaman, while doing some work on the mizzen-top-gallant yard, lost his hold, and fell overboard, striking his head on the half-round of the ship while falling. It was blowing a heavy gale of wind at the time with a very big sea and although the Captain called for volunteers to man a boat to try and rescue Muir, a sufficient number was not forthcoming and the poor fellow was left to his fate. Singapore Free Press.

At Surabaya, Singapore has come under suspicion as a coming centre. Lately suspicious coin has been imported into Java in increasing quantities to the serious detriment of the lawful currency. The evil has reached such dimensions, that the Government has issued a proclamation, directing the authorities to take steps to check the influx. It is reported on good authority, says the *Surabaya Courant*, that Singapore is the chief seat of the coinage industry. From thence the coins are exported to Java and other islands around. Some say it has a hand in the business, and to help certain Arabs, who have invested largely in the base coin enterprise. Through these European intermediaries, they get the raw material cheap.

The *Hong Kong News*, writing about some remarks made about the increase of the Sanitary Board says:—It has often been asserted that Hongkong was of infinite importance to the Chinese Empire, if only because the contemplation of a thriving community governed upon the most advanced principles of Western sanitation must inevitably exercise a beneficial effect towards altering the effete system of administration so obstinately adhered to on the mainland adjoining. Without going into the question whether the administration of government in Hongkong, with its hosts of "acting" officials rejoicing in doing a thing, really is a pattern and an exemplar to the unenlightened people of the Far East, it is quite safe to say that so far as sanitation is concerned the Malta and Gibraltar, &c., of Sir George Bowen is not only immeasurably behind the mother colony, but actually in arrears of Japan. Hence the Government, in addition to establishing local Boards of Health invested with extensive powers all over the Empire, have obtained the assistance from England of an expert in sanitation.

The *Ceylon Times* says:—The *Aradica*, the last of the four magnificent Jubilee vessels of the P. & O. S. N. Company's fleet, arrived in Colombo on Saturday night at 10 o'clock (23rd June). The *Aradica* left Liverpool on the 1st of June, and the voyage to Colombo has therefore only occupied the short time of 22 days and 7 hours, including detention at Suez. She covered the distance from Aden to the surprisingly short space of 5 days 6 hours and 43 minutes, the fastest time on record, and her passage across the Mediterranean, from Brindisi to Port Said, having left the former port on the 11th instant—also the fastest that has ever been recorded—having occupied only 57 hours. She brought the mails of the 8th June, which have therefore only been a fortnight in transit, and in exact figures, including from the time they left Charing Cross Station viz. 3.45 p.m., (1) on the 8th, exactly 15 days, 2 hours and 15 minutes. The *Aradica* is equal in elegance, space and general comfort to the other Jubilee boats, and is, we believe, with the exception of the few minor details a faithful replica of the *Oceana*. We have already, in our previous issues, given her dimensions. She sailed from London with 100 first and second class passengers and 33 children. The voyage of the *Aradica* was, it is said, a very pleasant one, and, with the exception of a few minor details, the French and German boats running to the East have done. We think the Jubilee P. & O. boats, if pressed, could show them all a clean pair of heels. Of course, it must be remembered that the *Aradica* had the moonson with her strong, which no doubt accounts for her beating the record of the *Oceana*. She is in command of Captain B. Andrews, R.N.R., late of the *Benaul*, and carries 6 officers.

The *Hong Kong News* says:—We are informed that an effort is likely to be made shortly to put an end to the anomaly of the dual system by which this port is at present called.

The indeterminate use of "Kobe" and "Hyogo" for what is now practically one town is the cause of endless confusion, and not infrequently of positive loss. Some of the correspondence from Kobe, and others from Hyogo, and yet another action make an attempt to solve the difficulty by adopting Kobe-Hyogo. Then, again, it is within the daily experience of all merchants engaged in the port trade to find one bill of lading made out for Kobe, and for the other the destination being Hyogo as the place of delivery. So general, however, is the use of the name "Hyogo" that several instances have occurred where the masters of vessels have taken up births in what is locally known as Hyogo harbour under the impression that they were bills of lading for the proper destination. It must be obvious that this uncertainty and confusion should be brought to an end, and the sooner the better. There is, of course, something to be urged in favour of both names, but when it is stated that in bygone times, a petty fishing village existed somewhere in the neighbourhood of Kaigandori, and that it was called Kobe, we think all has been advanced in favour of the retention of that name for the present town. As regards Hyogo, on the other hand, very much more can be put forward. From time immemorial Hyogo has been an important port, and it was the first place to which the Japanese came in their ships. It is marked on every map of Japan being the slightest pretensions to accuracy, and, except for local administrative purposes, is really part and parcel of the far larger town that has sprung into existence since the opening of the port to foreign trade. The difference between the two places is, in fact, no greater than between two adjoining parishes in the same city. And there is yet another argument, perhaps the most cogent of all, in favour of adopting the name Hyogo for the entire port. The Convention under which foreigners were permitted to reside here was thus:—"The Japanese Government will form at Hyogo a settlement for foreigners, &c., the title-lands for land on the Settlement all mention Hyogo, and the foreign consuls are all consuls at Hyogo." The preponderance appears to be in favour of adopting finally the name known to the world at large, but that as it may, the existing anomaly should be determined.

The *Bangkok Times* says:—As we some months ago predicted would be the case, the Bangkok Tramway Co's shares are now at a premium and holders are very unwilling to part with their scrip at any price. The cars are certainly not running yet, but the lines are being laid down with lightning speed, and we shall shortly be enabled to purchase a season ticket—and then for ever bid farewell to boats and Bangkok omnibuses.

THE SANITARY BOARD.

The Sanitary Board met this afternoon. The members present: Dr. Ayres (Chairman), the Surveyor General, Capt. Superintendent Deane, Mr. Ede, Mr. Francis, the Registrar General (Mr. Stewart-Lockhart), Hon. Wong Shing, Mr. Humphreys, Dr. Ho Kai, and Mr. Crow, Acting Secretary.

The Chairman said it had been found on inquiry that no advantage would be gained in sending Home for disinfectants as they could be purchased as cheap if not cheaper here.

The Secretary read a report by the Inspector of live stock, on the condition of the cattle depots, which he recommended that a depot and slaughter house should be built there similar to those at Kennedy Town.

A report was also read on the estate of the Richmond Terrace water-supply, prepared by the Registrar General of Nuisances at the request of Mr. Humphreys. The report was satisfactory, stating that nothing was found to indicate that the water was being defiled at present, but suggesting that certain precautions should be taken to prevent pollution of the stream by cattle employed there. In a dry watercourse running parallel with the lower portion of the stream a quantity of night-soil had been deposited, and the Inspector suggested that a prohibitory notice should be put up at the place.

LETTERS FROM THE COLONIAL SECRETARY.

The following letters from the Colonial Secretary were read:—

"With reference to your letter, No. 89, of 29th ult. and its enclosure, I am directed by the Governor to acquaint you for the information of the Sanitary Board that His Excellency has directed that fences be erected to keep the coolies working near the Glenelg stream from trespassing on Crown land whence the water supply is taken. His Excellency is informed that a catch-water drain already exists in that locality which will serve the purpose intended by the Board. In respect to other water sources, His Excellency will consider what protective measures may be necessary when the occasion arises, that is when new buildings are being erected and at which large numbers of coolies are employed in the vicinity of such sources. I am to add that His Excellency has given instructions that the impending occurrence of any such conditions should be at once reported to him."

I am desired by the Governor to acknowledge receipt of your letter No. 91, of 10th inst., and its enclosure on the subject of Cholera. In reply I am to state that His Excellency is glad to observe the precautions which are being taken in the matter. The notification to the people is no doubt valuable, but it appears to be on the whole, a question of the most potent causes of cholera disease, namely uncleanliness, cold and damp. As an example of what His Excellency means, some simple advice as to warmth about the loins would probably save many lives. It is understood that a separate notice had been issued with regard to unwholesome food &c.

Mr. Francis said what would let the second communication from the Colonial Secretary was in reply to.

The Acting Secretary said he had, as requested, replied to the minutes from the Governor.

Mr. Francis said the Acting Secretary's letter had not been placed before them as a Board, and he thought the Board ought to see the letters that were sent in its name.

The Surveyor General said they all knew what was in the letter.

Mr. Francis said he would propose that three medical men of the Board be appointed to prepare a complete memorandum to be circulated among the Chinese population covering the whole of the subject, to be by the Governor's cleanliness, the use of water, personal clothing, the medicines available and so on. Perhaps it might be well if the whole question were reconsidered and a fresh memorandum drawn up.

After some conversation the following Committee was appointed on the motion of Mr. Francis, seconded by the Registrar General:—The Chairman, the Surveyor General, Dr. Cantlie and Dr. Ho Kai. The Committee were instructed to prepare a fresh memorandum on the lines indicated by the Colonial Secretary's letter. The Chairman said the Committee had hardly had time to think what ought all to be done as the cholera was then going on and the medicines had to be sent out as soon as possible.

THE DUTIES OF THE BOARD'S OFFICERS. The Surveyor General, appointed on the motion of Mr. Francis, seconded by the Registrar General, Dr. Cantlie and Dr. Ho Kai. The Committee were instructed to prepare a fresh memorandum on the lines indicated by the Colonial Secretary's letter. The Chairman said the Committee had hardly had time to think what ought all to be done as the cholera was then going on and the medicines had to be sent out as soon as possible.

ment with reference to most matters which it was intended hereafter to bring under their by-laws they had been force certain by-laws approved by His Excellency and under the Public Health Act, and these remained in force until they were disposed of by the Board's rules and regulations. They might pass a resolution now that the officers ought to be governed by the existing instructions, and then when their by-laws were drawn up a new code of instructions should be drawn up for the guidance of their officers. There were certain non-officers of the Board for whom he thought no rules and regulations had been drawn up, and he submitted that it would be advantageous on the whole and would probably save the Board the necessity of doing the same work twice over if they simply passed such a resolution as he had indicated at present.

The Registrar General—What about the Superintendent and the Sanitary Engineer? Mr. Francis said the Superintendent had no other instructions than general ones, and that the Sanitary Engineer, who had formed no clear idea of what his duties were. They wanted to know whether he was under their authority. He was informed that that officer was under engagement to the Surveyor General and bound to obey him only.

Dr. Ho Kai supported Mr. Francis' amendment.

After a wordy discussion it was agreed that the officers, pending the preparation of by-laws, were to be instructed to act under the instructions of the late Board and to be guided by the practice, and that the Sanitary Engineer was to be to the carrying out of part 3 of the Health Ordinance referring to new buildings and was to refer all doubtful questions to the Board or its Committee. Mr. Francis then moved that a committee of three be appointed to consider the various business of the Board during the interval between the meetings. He suggested that the Committee should be appointed for three months, the members being open for reelection. If they were unanimous their decisions would be carried out, but if they were not unanimous, the matter should be brought before the Board. The Board by this means would be able to exercise control over its officers. The intention of the Ordinance was that there should be deliberation on the matters brought before them and the Chairman had no power to decide any point. He could only carry out the wishes of the Board. He mentioned the names of Dr. Ho Kai, Captain Deane and his own name as members of this Committee.

Captain Deane said the President and Vice-President should be ex-officio members of such a committee.

The Registrar General said there was no use for such a committee, as the Chairman could call together a meeting of the Board as speedily and with as little trouble as a committee of three. Their experience as a committee would be before it as one thing, but the fact that it was very difficult to get the members to meet.

The Surveyor General supported the Registrar General's suggestion. He thought Mr. Francis' motion was an attempt to get the management of the Board into the hands of Dr. Ho Kai and himself, two of the most ardent opponents of the Public Health Bill.

Dr. Cantlie said he would second Mr. Francis' motion if the Chairman were made a member of the Committee.

A long discussion followed in which the Board got rather mixed up, three or four motions being before it at one time. Dr. Ho Kai suggested the adjournment of the debate till the by-laws were passed, but his motion was defeated by the Chairman's casting vote. Ultimately Captain Deane proposed that the executive business of the Board be carried out by the Chairman during the interval of the meetings.

Mr. Francis said that the Sanitary management of the Colony had hitherto been in the hands of the Surveyor General, the Colonial Surgeon, and to a certain extent, the Superintendent of Police.

But that method of carrying on the Sanitary work of the Colony had been discredited and disallowed, and the management was now referred to the deliberative assembly of which the president was only one member, and the Ordinance did not authorize their delegating their functions to him.

Mr. Ede said one man was best able to act. He was responsible to the Board and would do the best.

Finally Captain Deane's motion was carried by a majority of 7 to 1.

Dr. Cantlie moved that the Sanitary Engineer attend the meetings when required to do so, and that two clear days' notice be given of any special subject they wished to consult him on.

The Surveyor General said the Sanitary Engineer was most anxious to attend when required, and he did not think the motion was necessary.

Dr. Cantlie then withdrew it.

The Surveyor General moved that the Board go into committee on the by-laws for drainage &c.

The Registrar General seconded.

Dr. Ho Kai moved that this subject be adjourned till a future meeting, containing the by-laws had been laid on the table, but they were not given to the press and they had only been published a day or two ago. They were laws greatly affecting the interests of the people and would require careful consideration.

The Chairman said he did not intend to give the press the papers at last meeting. Mr. Francis said he never heard of it and never agreed to any such thing. Dr. Ho Kai also said if he had known of such a thing he would have protested. With regard to the by-laws he would point out when they came up for consideration that they had nothing to do with the existing state of the drains of the colony.

LECTURE ON 'ANCIENT ENGLAND.'

The Wednesday evening entertainment for the troops last night took the form of a lecture by Hon. E. L. O'Malley on 'Ancient England.' There was a large attendance, the seats in the Garrison Theatre being fully occupied. Col. Garrison, R.A., presided, and introduced the lecturer. Mr. O'Malley said he had chosen the subject of 'Ancient England' because he thought it was one in which soldiers especially should take an interest. Patriotism, love of country, were supposed to be, and rightly supposed to be, in a special sense the virtues of a soldier, and he thought the man could be but half an Englishman, or half a patriot who had not learned something of the history of the country to which he belonged—the proud and glorious history of the past of England; who had not learned in some intelligent manner to appreciate the great inheritance he possessed in the right to call himself an Englishman (applause). The past was for the purpose of knowledge divided broadly into two periods. 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Insurances.

QUEEN FIRE INSURANCE COMPANY.
 THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
 NORTON & Co.,
 Agents,
 Hongkong, July 15, 1887. 1840

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
 Marine Department.
 Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.
 Fire Department.
 Policies issued for long or short periods at current rates.
 Life Department.
 Policies issued for sums not exceeding £5,000 at reduced rates.
 HOLLIDAY, WISE & Co.
 Hongkong, July 25, 1872. 496

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.
 GILMAN & Co.,
 Hongkong, January 1, 1882. 14

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, PLYMOUTH, AND LONDON;
 ALSO,
MADRAS, CALCUTTA, AND AUSTRALIA.
 N.H.—Cargo can be taken on through Bills of Lading for BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
 SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **PEKIN**, Captain P. HARRIS, with Her Majesty's Mails, will be despatched from this for LONDON direct, via SUEZ CANAL and usual Ports, Call, on SATURDAY, 14th July, at Noon.
 Cargo will be received on board until 4 p.m.
 Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.
 For further Particulars regarding FREIGHT and PASSENGER, apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
 The Contents and Value of Packages are required to be declared prior to shipment.
 Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.
 Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN,
 Superintendent.

P. & O. S. N. Co.'s Office,
 Hongkong, July 5, 1888. 1118

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF SYDNEY** will be despatched for San Francisco via Yokohama on THURSDAY, the 19th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic Lines of Steamers.
 First-class fares granted as follows:—
 To San Francisco \$200.00
 To San Francisco and return 350.00
 To Liverpool 325.00
 To London 330.00
 To other European ports at proportionate rates.
 Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.
 Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Consular invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 564, Queen's Road Central.
 C. D. HARMAN,
 Agent.

Hongkong, July 3, 1888. 1103

BACK VOLUMES OF THE 'CHINA REVIEW'

may be had by applying at THIS OFFICE.

Mails.

NOTICE.
 COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.
 ALSO,
 LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 19th of July, 1888, at Noon, the Company's S.S. **SAGHALIEN**, Commandant HOMERY, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above place.
 Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 18th July, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)
 Contents and value of Packages are required.
 For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
 Agent.

Hongkong, July 6, 1888. 1120

NORDEUTSCHER LLOYD.

NOTICE.
 STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;
 ALSO,
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.H.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 2nd day of August, 1888, at 10 a.m., the Company's Steamship **PREUSSEN**, Capt. C. FOELLME, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon, Cargo and Specie will be received on board until 4 p.m., and Parcels until 10 a.m. on the 1st August, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELOHRS & Co., Agents.

Hongkong, July 6, 1888. 1123

Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly; but as it was deemed of special importance that a weekly journal of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly journal of news, contains a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which, "On Chinese Oaths in Western Borneo and Java," might appropriately have been placed under a separate heading, complete the number.—"H.K. Daily Press."

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

SUBSCRIPTION: Per Annum . . . \$12.00, postage, \$1.00
 Quarterly . . . 3.00, " .025
 Single Copy, 0.30.
 China Mail Office, Hongkong.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR.

Runs DAILY as a FERRY BOAT between Fok's Wharf and Tsim-Tai-Tai at the following hours:—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M.	6.30 A.M.
6.45 "	7.00 "
7.30 "	7.45 "
8.00 "	8.15 "
8.45 "	9.00 "
9.15 "	9.30 "
*10.15 "	*10.30 "
*10.45 "	12.00 "
12.15 P.M.	12.30 P.M.
12.45 "	1.00 "
1.30 "	1.45 "
2.00 "	2.15 "
2.45 "	3.00 "
3.30 "	3.45 "
4.15 "	4.30 "
4.50 "	5.10 "
5.25 "	5.40 "
6.00 "	6.15 "
6.45 "	7.00 "
7.15 "	

* There will be no Launch on Monday and Friday, on account of coasting.
 The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

Intimations.

THE CHINA REVIEW.
 PUBLISHED BI-MONTHLY.
 TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese history, has reached its fourteenth volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.
 The Correspondence column also affords further and greater facilities for the interchange of views and discussion of various topics.
 Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Dr. Chalmers, Bitch, Breckinridge, and High, Professor Legge, and Messrs Halford, Watters, Stent, Phillips, Macdougall, Groot, Jamieson, Faber, Knapck, Parker, Playfair, Giles, Pison, and Taylor, all well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.00 per annum, postage included—payable in advance.
 Orders for binding volumes will be promptly attended to; Address, 'Manager, China Mail Office.'

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising Review.'—*Northern Christian Advocate* (U.S.).
 'The *China Review* is a most excellent collection of contents.'—*Celestial Empire*.
 'The Publication always contains subjects of interest to seafarers in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'—*Celestial Empire*.
 'This number contains several articles of interest and value.'—*North-China Herald*.
 'The *China Review* for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. As a repository of news, it is interesting and valuable contribution by Dr. Fritzsche, on 'The Amount of Precipitation (Rain and Snow) of Peking,' showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Distribution of Rain,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of 'The Divine Classic of Nan-Hua,' and the Notes and Queries are as usual very interesting.'—*North-China Daily News*.

'A substantial and reliable Review which all students of China and the Chinese would do well to peruse.'—*Orientalist*.
 'The November-December number of the *China Review* contains less variety than usual, but the few articles are very interesting. The opening paper by the Hon. Mr. A. Giles on 'The New Testament in Chinese' treats of a question that must necessarily be of great importance in the eyes of all missionaries. . . . Mr. E. H. Parker's 'Short Journeys in Szechuen' are continued, and a goodly instalment of these travels in the Review of China is given. Mr. F. E. Ballou contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which, 'On Chinese Oaths in Western Borneo and Java,' might appropriately have been placed under a separate heading, complete the number.'—*H.K. Daily Press*.

Trübner's *Oriental Record* contains the following notice of the *China Review*:—
 'The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. O. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.'

Mr. Andrew Wind.

NEWS AGENT, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the *China Mail*, *Overland China Mail*, and *China Review*.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section.
 1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Co.'s Office.
 5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 Section.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From Kowloon's Island to North Point.
 10. Kowloon Wharves.
 11. Jardine's Wharf.

Vessel's Name.	Flag.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Algham	Brit.	Roy	Brit.	1439	July	3 Gibb, Livingston & Co.	Quarry Bay	
Albany	Brit.	Porter	Brit.	1750	July	9 Adamson, Bell & Co.	Bangkok	To-day
Austin Friars	Brit.	Brooker	Brit.	836	July	8 Borneo Co., Limited	Nagasaki	To-day
Biango	Ger.	Tomaso	Ger.	1829	July	11 Carlowitz & Co.	Kobe	To-day
Carnarvonshire	Brit.	Dwyer	Brit.	1875	July	10 Adamson, Bell & Co.	Saigon	To-morrow
Changsha	Brit.	Williams	Brit.	1450	July	3 Butterfield & Swire	San Francisco	19th inst.
Cicero	Brit.	George	Brit.	1060	July	9 Arnold, Karberg & Co.		
Cleopatra	Amer.	Friele	Amer.	3016	July	9 P. M. S. S. Co.		
Danube	Brit.	Phillips	Brit.	864	July	10 A. R. Marty		
Deuteron	Ger.	Larsen	Ger.	1197	July	12 Ed. Schellhaus & Co.		
Devawongse	Brit.	Loft	Brit.	1057	July	3 Yuen Fat Hong	Swatow & Bangkok	K'loon Dock
Diomed	Brit.	Bogoy	Brit.	1870	July	11 Butterfield & Swire		
Finch	Brit.	Fabehnest	Brit.	1120	July	11 Onizuka		
Fokan	Brit.	Levia	Brit.	609	July	11 Douglas Steamship Co.	Amoy and Tamsui	To-morrow
Fooksang	Brit.	Willie	Brit.	990	July	12 Jardine, Matheson & Co.	Swatow	To-morrow
Frej	Dan.	Lund	Dan.	419	July	11 Arnold, Karberg & Co.	Haiphong	To-morrow
General Worder	Ger.	Schnekmann	Ger.	1200	July	3 Melchers & Co.	Sydney	16th inst.
Guthrie	Brit.	Craig	Brit.	1871	July	10 Wieler & Co.		
Independent	Ger.	Schaefer	Ger.	871	July	10 P. & O. S. N. Co.	Straits & Bombay	16th inst.
Elva	Brit.	Crowe	Brit.	1452	July	12 P. & O. S. N. Co.	Kobe & Yokohama	16th inst.
Malwa	Brit.	Cruscy	Brit.	1707	July	9 Mitsui Bussan Kaisha		
Metapedia	Brit.	Parvis	Brit.	1454	July	27 H. K. & W. Dock Co.		
Pilot Fish	Brit.	Stopani	Brit.	161	Sept.	7 Arnold, Karberg & Co.		
Propontis	Ger.	Farrand	Ger.	1387	July	8 Arnold, Karberg & Co.		
Rather	Brit.	Hunter	Brit.	819	July	8 Douglas Steamship Co.		
Tainan	Brit.	Alison	Brit.	1630	June	22 Butterfield & Swire		
Vinayag	Span.	Aranda	Span.	408	July	11 Onizuka		
Wangang	Brit.	Croix	Brit.	1517	July	8 Jardine, Matheson & Co.	Calcutta	14th inst.
Wyvern	Brit.	Brotherton	Brit.	1107	July	8 Tung Kee & Co.	Bangkok	To-morrow
Sailing Vessels.								
Anna	Ger.	Meinschön	Ger.	347	June	15 Siemssen & Co.		
Aron	Norw.	Christensen	Norw.	634	July	11 Captain		
Bylgia	Ger.	Wass	Ger.	335	June	10 Onizuka		
Cathonia	Brit.	Paulsen	Brit.	301	June	10 Jardine, Matheson & Co.		
Electra	Brit.	Gill	Brit.	619	June	28 Goncalves & Co.		
Electra	Amer.	Jones	Amer.	940	June	20 Order		
Heinrich	Ger.	Bannau	Ger.	923	May	20 Arnold, Karberg & Co.		
Hydra	Dan.	Christensen	Dan.	736	June	8 Melchers & Co.		
John Nicholson	Brit.	Quinn	Brit.	680	July	8 Melchers & Co.		
Norden	Norw.	Quinn	Norw.	936	June	20 Gilman & Co.		
Spinaway	Amer.	Barlett	Amer.	1311	June	30 P. & O. S. N. Co.		
Spinaway	Brit.	Garrick	Brit.	325	June	28 Siemssen & Co.		
Wandering Jew	Brit.	Kennett	Brit.	594	June	11 Gibb, Livingston & Co.		
Young Sam	Amer.	Nichols	Amer.	1650	July	11 Pustat & Co.		
	Siam.	Kook	Siam.	750	June	17 Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Com. R. Blair Macdonochie	Yokohama
Audacious*	twin-screw battle-ship	6910	10	4830	Capt. John B. Warren	Yokohama
Cockchafer	cruiser 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Foochow
Constance	cruiser 3rd class	2380	14	2590	Capt. L. O. Koppel	Yokohama
Cordelia	cruiser 3rd class	2380	10	2430	Captain Henry H. Boys	Yokohama
Rak	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Frieland	gunboat 2nd class	465	4	460	Lieut.-Com. Denison	Manila
Horvise	cruiser 3rd class	1420	8	1130	Captain Chas. J. Balfour	Yokohama
Impetuous	twin-screw battle ship	8400	10	10000	Command William H. May	Shanghai
Landor	cruiser 2nd class	4300	10	5000	Captain M. J. Dunlop	Yokohama
Limnet	gun-vessel 2nd class	756	6	1050	Commander W. Marrack	Yokohama
Merlin	gunboat 2nd class	465	4	420	Lieut.-Com. W. M. Martin	Hongkong
Mutine	gunboat 2nd class	1130	10	1120	Commander J. H. Martin	Yokohama
Porpoise	surveying vessel	730	3	690	Commander R. W. White, R.N.	Shanghai
Rambler	gunboat 1st class	715	6	1200	Commander W. U. Moore	Yokohama
Rattler	cruiser 3rd class	1970	12	2350	Lieut.-Com. W. Mail, Douglas	Yokohama
Sapphire	cruiser 3rd class	1420	8	1400	Captain T. P. W. Nesham	Hongkong
Satellite	torpedo mining launch	150	6	1010	Com. A. C. B. Bromley	Yokohama
Solent	gun-vessel 2nd class	756	6	1010	Lieut.-Com. A. D. Davenhill	Hongkong
Swift	gun-vessel 2nd class	756	6	1010	Lieut.-Com. Webb	Hongkong
Torpedo Boat No. 35	receiving ship	5187	14	—	Commander Geo. Giffard	Hongkong
Torpedo Boat No. 36	aloop	925	4	750		Hongkong
Victor Emanuel	coast-defence ship, armoured	2750	4	1400		Hongkong

* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.